

# The National Falcon News

JUNE 2017

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



**1960 Falcon  
Jim Heusinger  
Poughkeepsie, NY**

## ON THE COVER

### Jim Heusinger (FCA #1478) of Poughkeepsie, New York's 1960 Ford Falcon

Jim Heusinger had always wanted an original 1960 Falcon. He had owned a variety of Falcons over a number of years and models. But that elusive 1960 had remained on his want list. After searching, he found an original, unrestored, beauty. And, it was a 1960 Falcon.

After tracing its history to the original owner, he named it "June," in her honor. The car's history shows him as the Falcon's sixth registered owner. Jim and "June's" story begins on page 8.

## CALENDAR OF EVENTS

**JULY 12-15, 2017**

### 2017 NATIONAL CONVENTION SACRAMENTO, CALIFORNIA

Hosted by Pacific Region Chapters  
Register online at [westcoastfalcons.com](http://westcoastfalcons.com).

**AUGUST 18-19, 2017**

### 19TH ANNUAL NORTHEAST REGIONAL MEET STURBRIDGE, MASSACHUSETTS

Hosted by Northeast Chapter.

**SEPTEMBER 8-9**

### MID AMERICA CHAPTER REGIONAL OVERLAND PARK, KANSAS

Hosted by Mid America Chapter.  
Use form in this issue to register.

**SEPTEMBER 29-30**

### TENNESSEE VALLEY REGIONAL/ALL FORD SHOW SEVIERVILLE, TENNESSEE

Hosted by Tennessee Valley Chapter.  
Use form in this issue to register.

Please send your FCA event information to  
[fca.editor@yahoo.com](mailto:fca.editor@yahoo.com) and [admin@falconclub.com](mailto:admin@falconclub.com).

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Visit [Falconclub.com](http://Falconclub.com) and use password **imFCAiwi!** to access technical articles.

The  
**National** *Falcon* News  
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to [fca.editor@yahoo.com](mailto:fca.editor@yahoo.com) or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay  
FCA President

*"Plans for Falcons migrating to this summer's Nationals in Sacramento have been made and announced. Kudos go to those brave Falconers from the East Coast migrating once again to the West Coast."*

Spring weather started a little earlier this year due to a fairly mild winter, but with this issue, it's time to head right into summer. It's time to take real advantage of those extended daylight hours and much warmer temperatures and get out and play with those great Falcons. Many chapters have already had their local car shows. Our infamous Falcons are again soaring through our parks and down our boulevards. After all those winter months sprucing up your Falcons, it's time to show them off at your local meets.

Since summer is upon us, it's time for our local chapter members to actively fly around and be on the lookout for new Falcons and prospective new members. Invite folks to join in your local events and experience our great people along with our great Ford cars, trucks and vans. Good fellowship is unbeatable and a great way of recruiting too. Don't forget to hand out your FCA business cards, tell them about our website, and even pass along older copies of our FCA magazines. Check with your local FCA members for any extra copies which could be donated for this purpose.

Just a quick note about our electronic age. Please keep in mind when you use electronic communications that just because you send something does not always insure that it gets to everyone you sent it to. Also, keep in mind that all our officers try to handle and respond to messages in a timely manner. They are all volunteers, or only part time paid help, which means it may take a little while before you get a response.

Plans for Falcons migrating to this summer's Nationals in Sacramento have been made and announced. Kudos go to those brave Falconers from the East Coast migrating once again to the West Coast. Please be careful and safe in your travels! Group traveling in caravans to Nationals or to regional events can be lots of fun and can also build a true sense of family among FCA members. I highly recommend participation whenever possible. It renews old acquaintances and often leads to making new lifelong friends. It ensures safety in numbers during travel and other members are available to lend a helping hand if a problem should arise on the way.

Speaking of the Sacramento Nationals, time is running short, so be sure to get your registration for the meet made ASAP. A second, nearby hotel has been added to accommodate additional reservations that come in.

Hopefully the Virginia Chapter had great weather and a good turnout in the Norfolk area for their first ever Regional in May. Thanks for all the time and effort you all put in to get it done.

Take care and remember that each day is definitely a "gift from above." *May God bless us, one and all.* Hope you've had a beautiful spring and are enjoying a good transition into the summer of 2017. Enjoy flyin' those birds safely down our highways again.

—Cliff McKay (FCA #7987)  
Peck, Kansas

# Welcome to Sevierville, Tennessee

Tennessee Valley Chapter invites you to see the charm of Dolly Parton's hometown for yourself!





## Tennessee Valley Regional—September 29–30, 2017

The Tennessee Valley FCA Chapter Regional will be in Sevierville, Tennessee September 29–30, 2017. Located in the beautiful valley of the Forks of the Little Pigeon Rivers, Sevierville sits on the edge of the Great Smoky Mountains next to Gatlinburg and Pigeon Forge. The Great Smoky Mountains National Park is the most visited national park in the country.

Sevierville is very proud of its downtown and historic town square. Sevierville's 108-year-old courthouse, located in the heart of downtown, is an excellent example of Victorian architecture. Completed in 1896 and renovated from 1970 to 1974, it is listed on the National Register of Historic Places. The Seth Thomas Clock in the courthouse tower originally cost \$1,353 plus the \$42.55 freight to ship it to the town.

Sevierville is in the heart of the country that birthed what was once called Hillbilly Music. Now, the songs of the southern mountaineers are considered to be the only true folk music ever produced by European immigrants to America.

Even today, music inspired by the Smoky Mountains is recognized the world over. The most prolific and well known musician to come from Sevierville is country music legend and philanthropist Dolly Parton. Dolly has remained faithful to her mountain roots, even as her international fame continues to grow. In 1986, she opened her Dollywood entertainment park in nearby Pigeon Forge. This park helps preserve mountain music and crafts and creates jobs for area residents. Dolly also began the Dollywood Foundation to fund many charities, including Imagination Library, which promotes early childhood literacy for children by providing free age appropriate books to children from birth to age five around the country. A statue of Dolly sculpted by local artist decorates the lawn of Sevierville's courthouse.

On that note, the National Quartet Convention will be held down the road at the Le Conte Center in Pigeon Forge September 24–30. For tickets and availability call 800-965-9324 or go to [NQConline.com](http://NQConline.com).

There is so much to see and do in Sevierville. Attractions range from museums featuring muscle cars and warbird aircraft to NASCAR themed go-kart tracks, underground cave tours, and petting zoos. Located in the heart of the best outlet, antique and craft shopping in the country, Sevierville is a shopper's paradise, and this year's Regional Show is at the Oak Tree Lodge, across the Parkway from Tanger Outlet Malls. Guests who stay at the Oak Tree Lodge can enjoy buy one/get one admission to the adjacent attraction, Five Oaks Riding Stables, which takes you into a 70 acre nature park and gives you the opportunity to view a beautiful mountain lake and the majestic Mount LeConte like you've never seen it before! Check out our website, [tnfalcons.com](http://tnfalcons.com) for more information on amenities at the Lodge.

—Mary Wagner (FCA #5476)  
Harrison, Tennessee

*Registration form can be found on this month's outer wrap or online at [tnfalcons.com](http://tnfalcons.com) and [falconclub.com](http://falconclub.com).*

*EDITOR NOTE: I received a copy of this book and wanted to share an excerpt from the book on the setup of a Ford plant. While this particular Ford plant in Minnesota built other Ford models, I believe the manufacturing theories would have been similar to those of other Ford plants. If you are interested in the political, economic, social and architectural history of Ford's St. Paul plant, you will find this historical book to be very fascinating. Thank you to Mr. McMahon for allowing us to include this in our magazine.*

# THE FORD CENTURY IN MINNESOTA

BY BRIAN MCMAHON

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Assembling cars is like a gigantic three-dimensional puzzle with ten thousand parts arriving simultaneously at a precise spot on a moving target to be put together by workers with the proper training and tools. Ford could take four or five years to develop a new car, and this involved many experts from different disciplines. The idea for a new car started with the Product Planning Team, which had expertise in market research, design, engineering, manufacturing, and finance. Ford then brought in stylists and design engineers to create a prototype car, followed later by the work of manufacturing engineers who planned and coordinated all aspects of the production system, including materials, parts, tools, equipment, manpower, materials handling, physical plant, and storage.

A portion of the ten thousand to fifteen thousand parts for a new vehicle was stock items from previous years, but a number were new components designed by mechanical engineers and fabricated as prototypes. The parts that Ford produced in-house often required new machines and tools, which also had to be designed and built. As parts became more complex, much of the design and engineering work and manufacturing shifted to outside vendors. Company experts in purchasing and supply chain management oversaw the bidding process. They generally consulted with suppliers on design, cost, and schedule, before finalizing the bid packets.

Process engineers in Detroit designed the system and instructional materials for the workers explaining how to assemble the parts of a car. Ford then sent these "process sheets" to St. Paul and other plants, with materials' specifications and drawings on how to weld, screw, bolt, glue, or snap the parts together. Engineers in Detroit regularly interacted with their counterparts at the branch plants, who often had more practical experience in assembling cars. Bob Hansen and Del Peterson were Twin Cities Assembly Plant process engineers who had also worked in Detroit. They recalled the intense pressure to finish the process sheets as the deadline for unveiling the new model car approached. The illustrated sheets were indispensable

for training line workers. "You could really do the operation," said Hansen, "with very little training by just having the [process] sheet." In more recent years, process sheets became digital and were placed at computer stations on the assembly line near the foremen and workers. After being trained with the process sheets, renamed Quality Deployment Sheets, workers had to sign off indicating that they understood the task.

No matter how thorough the advance planning, plants would often have problems when starting up production of new models. Outside suppliers sometimes shipped batches of substandard parts. With the moving assembly line, workers could not just stop and wait for a new part, so process engineers and machinists in the plant had to improvise. Hansen described one project: "We got a new shipment in and we found out on the first one that it wasn't going to work because it had a gap in it... You had to make sure the doors would fit it... [we] had to scribe the whole body with an exact line that the molding was on and you had to get the machinists, the tool and die maker, to come over with a drill fixture and reengineer that before you start up the next morning."

Some parts couldn't be installed as designed. "I was responsible for a lot of the tooling that was used with power tools, weird kinds of sockets and things," recalled Del Peterson. "A lot of the designs were made by people who did not understand the clearances required for using power tools as opposed to hand tools. So, one of my little deals was trying to cook up every kind of crazy socket there was to get around those goofy corners." He added:

In many cases there was no time to sit down and do things the way they tell you that things are done in school. If you need a hand tool to hold a piece of chrome while somebody is running a screw in the thing from the other side, you can't sit down and start drawing this. The cars are running down the line. You go down and see Fred Arenz in the machine shop and you just cook something up on the spot. Once you get something working, you tell him, "Make thirteen more of those." Then you were in business.

Process engineers also designed conveyor systems to bring parts and subassemblies to the assembly line. These systems combined stock items and custom-designed elements, including baskets, hooks, or saddles, that would be fabricated and installed on-site. Conveyor lines on the floor had to be designed to lift and turn the larger and heavier parts, like the car bodies. Powered by an electric motor, the speed of the conveyor belts could be adjusted to produce varying numbers of cars, typically forty to seventy units per hour.

As the manufacturing process became more specialized and automated, conveyors took on more complex, interactive functions. Tools that tightened bolts even had sensors built in that could measure torque. Some of these tools would later have the ability to shut the line down if a problem was detected. With the increasing complexity of conveyors and tools, more of the design and fabrication was done by outside suppliers.

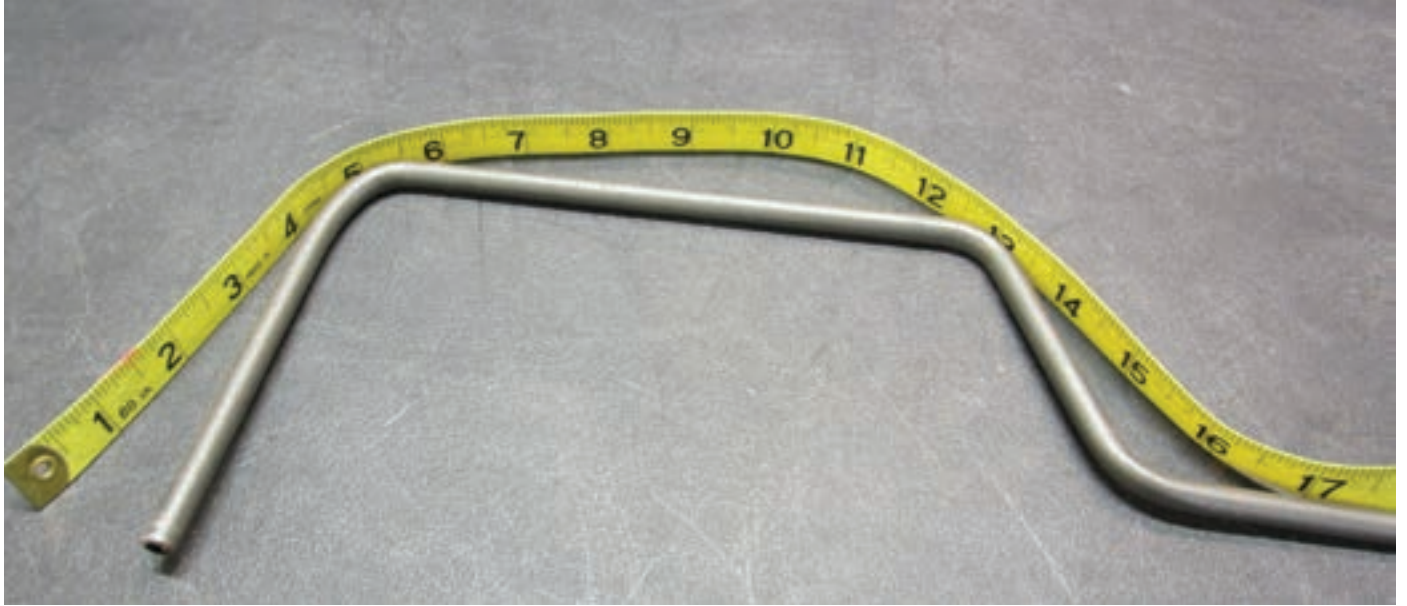
The material-handling engineers designed the systems that moved parts to the assembly line. They calculated the number, size, and sequence of car parts and developed a plan for where and how they would be stored. Parts were usually kept in reserve areas before being moved to the assembly line. They could be moved by forklift, hand truck, or tow tractors that pulled trailers with bins. There were also semiautomatic delivery systems, including driverless trains that ran along electric wires embedded in the concrete floor, and automated robotic storage retrieval systems. The St. Paul plant's ceiling height was fourteen feet, which was



*Dealers who survived the Depression and World War II were able to recoup their losses in the boom years. The signs in the window of the Midway Ford dealership on University Avenue in St. Paul capture the sentiment: "Fabulous!" "Exciting!" The showroom was packed with station wagons, which were popular in the early 1960s. Courtesy of the Slawik family.*

—Continued on page 10

# Tech Tip From Your Wife's Sewing Drawer



I bet you never thought your wife, your mom or your grandma had the perfect tool you could use to restore your Falcon.

I found the flexibility of a seamstress tape measure works great to measure brake lines. It bends easily around the brake line shapes that go in many different directions. And it also works well when measuring odd-shaped sheet metal to repair rust holes in your floors.

Now, wipe all the grease off the tape measure and slip it back into the drawer.

—Bruce Wolfe (FCA #949)  
FCA Head Tech Advisor  
Grantville, Pennsylvania



# FALCON CLUB OF AMERICA TECH ADVISORS

|                          |  |                                     |   |
|--------------------------|--|-------------------------------------|---|
| 1960                     | Bonnie Stringer<br>322 Jeff Davis<br>Waveland, MS 39576<br>228-493-2029<br>FalconClub@aol.com  | 1965                                | Jim Hatcher<br>8301 W. 92nd Terrace<br>Overland Park, KS 66212<br>913-381-5679, (no email)<br><br>Steve Springer<br>6600 Ratan Dr.<br>Austin, TX 78749<br>cspringer@austin.rr.com                           |
| 1961                     | Phil Barber<br>6567 Autumn Ridge Way<br>Hoschton, GA 30548<br>470-429-3953<br>phillipbarber8494@comcast.net  | 1966                                | Phil Warren<br>602 N. Harrison<br>Springhill, KS 66083<br>913-592-3571, pwrrn@yahoo.com   |
| 1962                     | Joe Tatti<br>2140 Falmouth Terrace<br>Burlington, Ontario L7P 1X9<br>905-335-2834<br>jnc21@outlook.com   | 1967                                | Paul Coffey<br>25308 Arroyo Ct.<br>Caldwell, ID 83607<br>208-453-9800<br>paul@moderndriveline.com   |
| 1963                     | Jim Simmons<br>389 CR 214<br>Eureka Springs, Arkansas<br>479-981-4445<br>jim@modestojim.net<br><br>Vic Falcone<br>3102 East Old State Road<br>Schenectady, NY 12303<br>518-355-7756<br>vfalcon64@aol.com | 1968                                | Leon Grantham<br>8108 E. 59th St.<br>Kansas City, MO 64129<br>816-353-3084, (no email)<br><br>Bob Karpenko<br>5478 South County Line Rd,<br>Middleport, NY 114105<br>716-735-7547<br>GreedyMite@Hotmail.com |
| 1964                     | Jerry Kratz<br>216 Highland Ave<br>North Wales, PA 19454<br>215-699-2456<br>kpauto@aol.com   | 1969                                | Bill Walter<br>1615 Maple Grove Ave<br>Dayton, OH 45414<br>937-216-4721<br>falconbill@woh.rr.com  |
| Convertible              | James Cole, P.O. Box 1858<br>Dawsonville, GA 30534-0033<br>404-427-8998, (no email)  | 1970–70½                            | Merl Hayn<br>14942 S. Maple Rd.<br>Argos, IN 46501-9525<br>574-892-6309<br>shaynfamily@aol.com  |
| HT & Sedan               | Richard E. Alyea<br>1817 N. Timber Ave.<br>Bethany, OK 73008-5726<br>405-789-6592, (no email)  | 1961–67<br>Econoline/<br>Club Wagon | Richard E. Alyea<br>1817 N. Timber Ave<br>Bethany, OK 73008-5726<br>405-789-6592, (no email)  |
| 1964–65 Station<br>Wagon | Frank Servas<br>P. O. Box 10<br>Center Valley, PA 18034<br>falcon@hypermps.com   | Tech Editor                         | Dick Harrington<br>rharrington2@stny.rr.com   |

# THE FORD CENTURY IN MINNESOTA

—Continued from page 7

considerably lower than industry standards, so engineers had to be creative. The usage rate and desired level of inventory dictated the amount and location of storage space. Generally, the St. Paul plant had a two-to-five-day supply of parts on hand, which were delivered by rail or truck, or occasionally by plane. “Hot items,” essential to keeping the assembly line moving, could be ordered by 7:30 in the morning and flown in from Detroit by noon.

The Traffic Department was responsible for getting parts and raw materials into the plant and moving finished cars out. By the 1960s, the plant received up to six hundred thousand pounds of parts each day from around 150 different vendors. The days of unloading heavy shipments by hand were long over, as the company introduced laborsaving equipment. Approximately 60 percent of the finished cars were shipped by truck to dealers. If the distance was more than three hundred or four hundred miles, Ford usually transported the vehicles by rail. This method became more cost-effective in the 1960s when railroads introduced tri-level cars that could carry twelve to fifteen cars. There would occasionally be shortages of railcars, which would back up the inventory of completed cars. At one point, more than seven thousand vehicles had to be temporarily stored in the parking lots at racetracks in Hudson, Wisconsin, and Shakopee, Minnesota. Local 879 suggested that Ford should make railcars at the plants it intended to close. Only about 12 percent of the vehicles assembled in the Twin Cities in the 1960s were sent to Minnesota dealerships. Other destinations included Colorado, Idaho, Illinois, Iowa, Kansas, Michigan, Missouri, Montana, Nevada, New Mexico, Oklahoma, Oregon, Texas, Utah, Washington, Wisconsin, Wyoming, and Fairbanks, Alaska, a distance of 4,018 miles. Car models that were made in other plants around the country for Ford dealers in Minnesota were sent by rail to the plant, where they were unloaded and moved to a waiting area for delivery trucks. With production of the Ranger pickup, the Twin Cities became an export plant, shipping vehicles to Canada, Norway, and many other countries.

Industrial engineers focused on the human elements of car manufacturing—the workers. They assigned each task itemized in a process sheet to a worker on the assembly line and made sure each was performed in the most efficient, safe, and reasonable way possible. Industrial engineers in Detroit created a “white book” to project a reasonable time for each assembly task. The goal was to “balance the line” so that the flow of materials was synchronized with the capabilities of the workers on a



*The plant manager and workers watched a 1962 Fairlane come off the line. Author's collection.*

schedule that met production targets. Company “time-study” experts monitored production in the plant, in collaboration with the UAW.

The plant engineering department was responsible for the physical elements of the assembly building, the grounds, hydroelectric plant, and steam plant, as well as all tools, equipment, and conveyor lines. “Plant engineering,” according to Bob Johnson, a retired engineer, “consisted of many amazing, talented, and hardworking supervisors, skilled tradesmen, and plant services crew. They did fabrication, installation, and could fix anything but a broken heart.” The plant engineer was responsible for planning building expansions, as the assembly plant grew from approximately 840,000 square feet to more than 1.3 million square feet. In 1956, because of a shortage of production space, Ford moved its parts inventory for dealers to a new Parts Depot building on a twelve-acre site at St. Anthony Boulevard and Northeast Marshall Street in Minneapolis. Ten years later, a new warehouse was built at the assembly plant for production parts. The most significant alteration to the main assembly building, and certainly the most unfortunate one aesthetically and historically, was the removal in 1968 of three-quarters of the original classical facade facing the Mississippi River, and its replacement with a windowless wall of ribbed cast-concrete panels. The new section protruded sixty feet from the original structure, a “modernization” that allowed for more storage space along the final assembly line. ■

# YOUR CLUB NEEDS YOU!

Each year at the National Meet the membership elects a new member of the Board of Directors. The By-laws require that a candidate must: (i) be at least 21, (ii) be in good standing with the FCA, (iii) have attended 3 of the last 5 National Meets, and (iv) not be a commercial vendor.

The Board, President and Vice President would like for you to consider running for election as a Director. In addition to the foregoing requirements, a candidate should be able to attend monthly Board meetings via Skype and be able to spend several hours a month on Board/FCA matters. The Board of Directors is responsible for the overall management and affairs of the club, and new and diverse members would assist the Board in performing its important duties. Thanks for your consideration of this request.

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# Launching The Red Rocket

## Trunk Mounted Fuel Filler Pipe

How many of you have faced the frustration of paying thousands of dollars to have your Falcon repainted, only to have the paint ruined by the infamous Falcon fuel filler pipe tsunami? Others among you are tired of the tedious chore of dribbling gasoline into your Falcon a little at a time in an attempt to avoid the inevitable fuel spill. Several Falcons ago, I started installing trunk mounted fuel filler pipes in my Falcons. This is an easy Saturday morning project and well worth the effort.

Falcon fuel filler pipes came one of two ways. One pipe has the fuel cap locking ring formed as part of the pipe. The other style pipe has separate cap locking ring.

You will need at least two locking rings, one will remain in the existing mounting hole in the tail panel, and the other will be used on the fuel filler pipe to be mounted to the fuel tank and located in the trunk.

The locking ring that is mounted in the existing hole in the tail panel can be any locking ring that fits in the hole and allows your existing gas cap to attach securely. The locking ring and fuel filler pipe that is to be mounted in the trunk must be the original two inches in diameter so that the rubber fuel filler hose will fit the inlet on the fuel tank. A donor Falcon fuel filler pipe will fit without question but other pipes of the correct diameter will also work.

If both of your fuel filler pipes have integral locking rings, you will need to cut off the extra metal from both pipes. If you have a separate locking ring, you only need to cut off the fuel filler pipe that is to be mounted in the trunk and attached to the gas tank. The pipe to be mounted in the existing hole in the tail panel can be cut off as close to the locking ring as possible, as the locking ring is the only part of the pipe that is of interest. The pipe to be mounted inside the trunk and attached to the fuel tank needs to be cut off three to four inches from the locking ring.

Once the fuel filler pipes have been cut, you will probably want to deburr the rough edges of the cuts with a grinding or wire wheel.



*Above, one fuel filler pipe has the fuel cap locking ring formed as part of the pipe. Below, this pipe has a separate cap locking ring. You'll need at least two locking rings, one will remain in the existing mounting hole in the tail panel, and the other will be used on the fuel filler pipe to be mounted to the fuel tank and located in the trunk.*



## A Series by Jeff Schira

The longer fuel filler pipe can be mounted directly to the rubber fuel filler hose attached to your tank. Try to mount the locking ring as horizontal as possible.

The second shorter fuel filler pipe, or the separate locking ring, is mounted in the existing hole in the tail panel. Ford used a cork gasket to avoid scratching the paint and if your gasket is worn out or missing, now is a good time to replace it. Be careful to get the orientation of the locking ring correct or the *falcon* on your 1965 Futura gas cap will be flying upside down!

If everything is correct, you should be able to re-install your existing gas cap with no obvious changes to the exterior of your car.

Except for the minor inconvenience of needing to open your trunk to fill up, this modification is one of the best improvements that you can make to your Falcon.

—Jeff Schira (FCA #6235)  
Arlington, Texas

*The second shorter fuel filler pipe, or the separate locking ring, is mounted in the existing hole in the tail panel. You should be able to re-install your existing gas cap with no obvious changes to the exterior of your car.*



## FALCONS FOR SALE

Two 1961 Econoline five window pickups; one runs and drives but has rust; other minimal rust but complete. Extra engines and three speed transmissions. Complete package, \$5,800 or offer. V.E. Clemmer, 931-557-5000 or [veoclemmer@juno.com](mailto:veoclemmer@juno.com). TN. 170415



1961 Sedan Delivery drag car, 500 cubic inch big block Ford, Dominator carb, Trick Flow specialty heads and intake, built by Johnny Arnold of Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan Keith Burgan in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 and 4.86), a spare top sportsman powerglide transmission, and custom built engine stand. Lemon ice paint, all steel except hood, hood scoop, and front and rear bumpers. Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and information, please look at my website, [tweetrevenge.com](http://tweetrevenge.com). Many Falcon Club members may remember the car from the Nationals in Indianapolis when I ran an exhibition race with Dick Estevez and the Daddy Warbucks Falcon. See *The Falcon News*, May 2007. \$46,000 OBO. David Weich, [dweich@carolina.rr.com](mailto:dweich@carolina.rr.com) or 704-829-5435. NC. 170612



1962 Falcon, four door sedan, white, rebuilt six cylinder 170 CID, 101 hp, three-speed on the column, good condition, \$4,500. Sadly parting with my beloved Falcon after its many years as my daily driver around Portland. I've since moved out of the country, so it's time to let it go. My dad will be handling the sale: Greg Wilson, [gkw@coho.net](mailto:gkw@coho.net), 503-867-2596, Portland, OR. 170604



1963 Falcon two door sedan, white, 1966 200 six, three-speed manual. Excellent condition, 156,000 miles. Replaced gas tank and all brake parts with stainless steel brake lines. Trophy winner; owned 18 years. Original owners manual and extra parts. See January 2010 cover FCA News. \$7,500. Call 914-302-7742 or [hotcarsvc63@aol.com](mailto:hotcarsvc63@aol.com). NY. 170501



1963 Futura convertible with 260 V8 and factory four speed, \$14,000. White with red inset along each side over red interior, white top. Bucket seats with console. Dual exhaust with resonator pipes; rear air shocks; over-sized tires on '70s Mustang Magnum wheels. Odometer works; actual mileage unknown. Rebuilt starter, recent brake job, garaged with included car cover. Overall GOOD condition. AM radio works. Runs strong, stops great. Rob Sides, [rob.sides@gmail.com](mailto:rob.sides@gmail.com), call or text 512-666-9911. TX. 170510



1964 Falcon Sprint convertible, 260 cubic inch V8 four speed, black with red interior. Sharp original car, \$25,000. Jerry Benjamin, 309-830-5698. IL. 170515

1964 Falcon Futura hardtop, black exterior, black bucket seat interior, 289 V8 C-H transmission Power steering, AM radio, factory under dash air conditioner, dual exhaust, no rust ever. 3,000 miles since updated. Great car, ready to show and go. \$17,900. Mike Lewis, 307-272-7144. UT. 170505



1965 Falcon two door station wagon. Body style 59A, rare factory 289 V8, automatic transmission, power steering, power brakes, deluxe safety package. Purchased from original owner in 2003, nut and bolt restoration completed in 2005. Original color code "P" Prairie Bronze. Numerous first places in several concours-judged events, featured in Hemmings Classic Car as restoration profile, January, 2009. Cover of FCA August, 2011. Gorgeous looking and driving car, restored to 99% factory stock presentation. \$32,000. Norm Huie, huiehome@cox.net for photos, details, and specs. 949-498-8974. CA. 170606

1965 Sprint, \$2,500; 1965 Futura hardtop, \$800; 1965 Futura convertible four speed, \$1,500; 1964 Futura hardtop bare body in primer on rolling chassis including many interior and exterior parts, \$6,400. 1964 Futura convertible, \$1000; 1964 Sprint 289 V8 with headers and floor shifter, bucket seats, \$2500; 1964 Futura hardtop with Comet dash and 302 V8 three speed, \$2500. 1963 Deluxe Station Wagon, \$1,500; 1960 two door Comet, \$500. JL Branson, 4097 Hwy T, Marthasville, MO 63357; phone 636-228-4501 or email jlwbranson@mail.win.org. MO 170611

1965 Mercury Caliente, real nice body, new floor pans, \$3,000 OBO. 1964 Mercury Comet four door station wagon with 210 automatic nice body, needs floor pans, \$1,500. 1964 Mercury Comet, four door, nice body, 210 automatic, air conditioner 74,000 miles, still has 1974 license plate, \$1,500. Bob, 806-683-3550. TX. 170608

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for events and  
technical articles**

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1965 Ford Sprint, maroon exterior and black interior. Professionally restored, four-speed transmission, V8 engine. The car only has 3,000 miles on it and has never been in the rain. It has been stored in a climate-controlled garage. It is in great condition. Asking \$15,500. For more information please contact Michael at 401-573-1959 or Michaela@airhartelectric.com. RI. 160709

## PARTS FOR SALE

C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm and bushing, \$95. C0DZ-3049-A, upper ball joint spindle support, \$65. C0DR-7A039-B, transmission ext. assembly, \$75. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$15. C0DF-13450-A, taillight lens, \$30. C0DZ-4211-C, differential pinion shaft, \$25. C0DF-13206-B, front park/turn signal lamp housings, \$200 for the pair. C0DF-5630-C parklamp lens \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DR-7A039-B trans. ext. assy, \$75. C0DF-11654-C headlamp switch, \$45. C0DF-7A217-A trans. control switch & wire assy, \$15. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A and B carb rebuild kits, \$60.00 each. C0DD-5A283-F, exhaust hanger, \$15. C0DZ-1126-B, rear brake drum, \$130. C0DF-12370-A, Autolite vacuum control, \$36. C0DF-13304-A, turn signal plate, \$15. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. Many more parts available. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 170601

1964-65 Falcon taillight assemblies, all except SW and Ranchero. Fully restored to #1 concours presentation. Includes new assembly to body seals, \$500 per pair. With 1965 NOS lenses and gaskets, \$600 per pair. All plus shipping. Norm Huie, huiehome@cox.net for photos. 949-498-8974. CA. 170606

—Continued on page 18

# I ALWAYS WANTED A '60...

I first became aware of the Ford Falcon in 1979. A friend had a 1964 two door Futura. The lines of the car, the simplicity, it was a great car and I loved it. Wanting to know more about Falcons, I learned that there were eight cylinder models, different body styles, and that the Falcon was first introduced in 1960. After that, I'd always wanted a clean, original, first year Falcon.

My first Falcon was a 1964 Sprint that I bought locally in 1980. It was rough and needed a lot of work but it was eventually restored and I owned it for many years. When I bought it, the owner at the time had never registered it so the registration (in New York, 1972 and older vehicles do not have titles) was from the person he bought it from. As this previous owner was also local I wanted to talk with him to find out about the history of the car. Within a few weeks I made contact with and met Tom Massarelli (FCA #400). Tom filled me in on what he knew of the history of this Falcon and also made me aware of the Falcon Club of America.

—Continued on page 20

By Jim Heusinger

—Continued on page 10

*June, the 1960 Falcon*

—Continued from page 15

1960–63 Falcon sedan “No-Mar” gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessory, \$275; 1960–63 sedan NOS gas caps and 1964–65 NOS sedan gas caps, in Ford box, \$90 each. 1960–63 Ranchero/wagon gas caps, good used condition, \$150; 1962–63 Squire wood grained gas cap NOS in box, \$295 each; 1962–63 hood scoop in excellent used condition, \$200, 1962 grille and headlight doors, good used, straight, needs paint touch-up, \$495; 1963 “deluxe” fender spears, three sets: \$75–\$150 per set. 1962–63 fender top ornaments, restored, \$75–\$100 per pair; 1960–65 V8 motor mounts: frame mounts, bolts, “C” brackets and heat shields \$200; five bolt 14” stock Falcon/Fairlane wheels, \$50 each, a set of five for \$200. Sprint horn ring, driver quality, \$65; 1960–65 Falcon jacks, restorable, \$100 set of four pieces; 1960–65 four door sedan doors, stripped or complete, no rust, \$100–\$200 each. 1961–65 station wagon tailgate crank, good used condition, new keys, \$250; 1960–62 two speed electric wiper change-over, \$250. 1965 two speed wiper conversion, wiring harness, switch/bezel motor/bracket, \$395; 1968–70

LR taillight surround, excellent used condition, \$95; 1968–70 taillight lens, excellent used condition, \$50; 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125; L/R front fenders, near perfect, \$300 each; excellent hood, \$300. We have an over 30 year collection of Falcon and Comet parts; please call/email with your needs. Lenny Kellogg at Kellogg’s Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO. 170603

Nice 1963 Falcon console. Rear curved glass for station wagons, luggage rack. Four speed transmissions, top and side loader, also shifters. Two and three speed automatic transmissions, five and six bolt bell housings. Falcon grilles, fenders, door, hoods, trunk lids, air conditioners. Nice Mercury Caliente grille. Much more. Bob, 806-683-3550. TX. 170608

1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. 1965 289 crankshaft, \$150; eight connecting rods, cast #C3AE, \$100; valve covers, \$60; two volt intake, cast #C5AE-9425 D, \$75; engine block main caps, \$100. 1966 289 heads, cast #C6OE, date codes 5F10 and 5H17, \$200. 289/260 Falcon exhaust manifolds, \$100. 1965–66 two barrel set up, intake cast #C6OE-9425-A, date 5E4; carb cast #C5ZF B; PVC system, thermostat housing, carb spacer, fittings, engine tag, etc., \$250. 1967 289 heads, cast #C6AE, dates 7D18 and 7E2, \$200. 1968 302 four volt J code intake manifold, cast #C8ZE-9425-A, date 8A31, carb spacer, PVC system, coil bracket, thermostat housing, fittings etc., \$300 for all. 1968 302 four volt J code high compression heads, cast #C8OE, \$500. 1968 302 four volt J code valve covers with brackets and oil fill/PVC cap, \$75. 1968 302 J code short block, cast # 8OE-6015-A, cast date 8B3, machine date 8B13B, \$500 1972 302 Mexican block (stronger better block with beefier main caps), cast #D1ZM-6015-AA, cast date 19B2, machine date 2J297, bored 30 over \$750. 347 stroker kit, \$1,200. 1995 302 heads, cast #E7TE, dates 4K22 and 4L12, one pair, \$150. 1995 351W heads, cast #E7TE, dates 5B15 and 5B17, one pair, \$150. 1968-70 428 CJ parts and 429 CJ parts. Keith Litteken 314-480-2556 or kslitteken@aol.com. MO. 170513

1964 Ford Ranchero power train for sale, rebuilt engine 170, M/T three speed, balanced clutch assembly and a drive shaft. Engine was rebuilt by a professional engine shop about 500 miles ago, cost for engine rebuild only was over \$2,200 for which I have receipts. Engine has about 500 miles on it currently, \$2,000 or best offer. All parts are very clean and in great condition. Contact Gary at ztread@msn.com. Location of parts is in Southern California. 170504



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289/302 Shelby lettered intake, clean original, \$550. 351 Windsor Performer, used, clean, \$175. Various brass 289/302 iron intakes, four barrel, \$200–\$250. Original 351 Windsor cast iron four barrel intake, \$250. Falcon V8 exhaust manifolds, \$225 pair. Ford factory two barrel carburetor C40F-AE fits 1965 260 auto Falcon, Comet, Meteor, missing choke parts for rebuild, \$60. Other Ford model parts available. All prices are plus shipping. John Simone, 413-527-8502. Easthampton, MA. 170508

1964-65 Falcon parts: parking brake assembly, \$15; right side factory header from 1965 Fairlane V8, \$10; original 1964 Sprint gas tank, reconditioned, \$100. Fender emblems for 302 V8, \$7; heater switch, \$7; dash heater control plate, \$5; hardtop dome light bezel, \$3. 1965 Falcon chrome tail light "spider" trim piece, \$75. Can e-mail photos upon request. Contact Steve at 562-595-1876 or SteveWT324@aol.com. Long Beach, CA. 170511

Don Branson's 35 year collection of good used parts for 1960–1969. Hoods, \$75; doors, \$75; grilles, \$150–800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or email jlwbanson@mail.win.org. MO. 160707

## PARTS WANTED

Wanted: 1960-65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all; partial sets, individual pieces OK. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO. 170603

Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 170606

I need to replace the shifter assembly including bushings, etc. for my 1963 Sport convertible with 260 V8 and four-on-the-floor shifter. I would like to source one locally, but any resource is welcome. Rob at rob.sides@gmail.com or 512-666-9911. TX. 170511

1963 Falcon Delux two door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis MO 63128-1416, 314-480-2556 or kslitteken@aol.com. 170601

## MISCELLANEOUS FOR SALE

**Shop Manuals by Ford:** 1960–63, \$34.95; 1964–68, \$49.95 each; 1969–70 \$59.95 each. 1963 Owners Manual, \$14.95 Part Interchange Manual, 1960–65 or 1963–70, \$39.95 each. Falcon 140 page Road Test book 1960–70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077 or Alex@books4cars.com. WA. 170101

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# I ALWAYS WANTED A '60...



I joined the club at that time and Tom and I became fast friends. Eight years later Tom served as best man at my wedding and we remain close friends to this day.

Through the years I've had numerous 1961 to 1965 Falcons. Eventually I sold the Sprint, but I still wanted that 1960. I placed a "wanted" ad in the March 1998 issue of the FCA newsletter with no luck. Soon after though, I got an e-mail from an old friend, Charlie Hulsizer, telling me there was a 1960 for sale listed in the May '98 issue of *Hemmings Motor News*. Charlie had remembered from a conversation we had many years earlier that I was interested in an original, unrestored 1960. The ad in *Hemmings* had been placed by Joe Wall (FCA #7942). After speaking with Joe he overnighted me some pictures and a video of the Falcon and that sealed the deal. I purchased the car and had it shipped to New York. Joe had also placed a for sale ad in the June/July '98 issue of the FCA newsletter but I had possession of the Falcon by the time this ad appeared. On May 20, 1998 the trailer pulled up in front of my house and I finally had the '60 that I'd waited for. And was it well worth the wait! What I got was the original, unrestored, 1960 Ford Falcon that I'd thought I'd never find. When the car arrived it had a Nebraska inspection sticker on it indicating that the car was inspected in October of 1973 and had 18,380 miles on it at that time. The odometer read 19,078; less than 700 miles had been put on the car in almost 25 years! The Nebraska title that came with the Falcon verified this. The spare tire has never seen pavement and the original whitewall protectant is still on the tire. The original, very rarely seen rear fender sound and vibration dampening packs are in factory mint condition.



Through the Nebraska DMV, this Falcons history has been traced back to the original owner. I was able to obtain the registration abstract history which shows that I am the sixth registered owner of this Falcon. The original owner was a lady named June from Lincoln Nebraska. She purchased the car from the O'Shea + Rogers Ford dealership in Lincoln; wanting something smaller, she traded in a 1951 Cadillac for the Falcon. Unfortunately, June passed in September of 2014. I've spoken with the second owner of the Falcon, a very nice gentleman also from Lincoln. Ron is 91 years old and had been a personal friend of the original owner for most all their lives. He game me pictures of the Lincoln dealership building and floor layout where this Falcon was originally purchased, as well as pictures of the Falcon from many years ago. From this history one can see that most of the prior owners didn't even drive it and that it was stored for quite some time. Ron also confirmed this info. There are currently 22,654 miles on the Falcon. Despite the build date being in July (12G), I've affectionately named this Falcon "June" in honor of the original owner. The Falcon does have some nicks, scars, and a few small dings but nothing I would ever fix. I believe it to be one of, if not THE finest example of an original, unrestored first year Falcon there is.

MANY thanks go out to Joe, Charlie, and Tom. Without you all I wouldn't have the 1960 Falcon I'd always wanted.

—Jim Heusinger (FCA #1478)  
Poughkeepsie, New York



# CHAPTERS BY REGION

## Pacific Region

Regional Director **Monte Brachmann**  
923 SE 73rd Ave., Vancouver, WA 98664  
360-326-3035

**CENTRAL CALIFORNIA FALCONS CHAPTER**  
**BAKERSFIELD, CALIFORNIA**  
Marcia Simpson  
5304 Southshore Drive  
Bakersfield, CA 93312  
661-619-0677 / 661-587-8539  
Meet first Tuesday of the month. Call for location.

**COLUMBIA RIVER CHAPTER**  
Allen Shade  
157 Aiki Road, Woodland, WA 98674  
360-225-7403  
Meet first Thursday monthly, 7:30 PM, Mar–Nov,  
Benny's Rod & Custom Pizza Café,  
4219 NE St. Johns Rd., Vancouver, WA

**GOLDEN GATE CHAPTER**  
**BAY AREA, CALIFORNIA**  
John Lissandrello  
18429 Ruby Lane, Morgan Hill, CA 95037  
408-628-7397  
sectreas@goldengatefalcons.com  
Meet second Saturday odd months

**MONTEREY BAY CHAPTER**  
**MONTEREY BAY, CALIFORNIA**  
Taj Dufour  
120 Via Vinca, Santa Cruz, CA 98060  
831-438-8268  
See montereybayfalconclub.com for  
meeting info.

**RAINIER FALCONS CHAPTER**  
**SEATTLE, WASHINGTON**  
Roger Moore  
16 143rd Street, SE, Lynnwood, WA  
206-290-3093  
Meet bi-monthly Jan–Nov. 7:00 PM.  
University Burgermaster, 3040  
NE 45th St., rainierfalcons.com

**RIVER CITY FALCONS CHAPTER**  
**SACRAMENTO, CALIFORNIA**  
Steve Hobart  
9845 Sleepy Hollow Court  
Stockton, CA 95209  
209-957-0974  
Meet second Saturday monthly, 12:00 PM  
Round Table Pizza, 1566 Howe Ave., Sacramento

**SONOMA COUNTY FALCONS**  
**FOR FUN CHAPTER**  
**SANTA ROSA, CALIFORNIA**  
Al Aiello  
5915 Chandler Ct.  
Santa Rosa, CA 95409  
707-539-2860  
Meet first Thursday monthly

**SOUTHERN CALIFORNIA CHAPTER**  
Patrick Hall  
6331 Marsha Avenue  
Simi Valley, CA 93063  
805-583-4403  
Meet second Sunday of even numbered months  
Gather at 9:45, meet at 10:00 a.m. at Hill Street  
Cafe, 3301 N. Glenoaks Blvd., Burbank, CA 91504

## North Central Region

Regional Director **Jack Ellis**  
17860 168th St., Basehor, KS 66007  
816-806-1806

**GATEWAY CHAPTER**  
**ST. LOUIS, MISSOURI**  
Rich Albert  
1805 Main Drive, High Ridge, MO 63049  
636-677-4670  
Meet fourth Sunday monthly

**LAKE MICHIGAN CHAPTER**  
Tom Washburn  
16675 Orchard Valley Dr.  
Gurnee, IL 60031  
847-244-4821  
Meeting TBA

**RAPTOR CHAPTER**  
Charles T. Mans  
P.O. Box One, Princeton, IL 61356  
815-200-6948  
Meeting TBA

**MID AMERICA CHAPTER, KANSAS CITY**  
Jim Boyer  
jlbmac357@gmail.com  
816-806-5102  
Meet first Friday monthly, 816-288-7649

**WHEAT STATE CHAPTER, WICHITA, KANSAS**  
Christopher Slifko  
15123 E. 60th, Derby, KS 67037  
316-640-0495  
Meet second Saturday, even months

**METRO DETROIT FALCON CLUB CHAPTER**  
Gordon Leslie  
12300 Churchill Ave., Southgate, MI 49195  
734-225-1067  
Meet first Sunday bi-monthly, Southgate Holiday  
Inn, 17201 Northline Road, Southgate, MI 48195

**NORTHLAND CHAPTER**  
No leadership at this time.

**GREATER OZARKS CHAPTER**  
**SPRINGFIELD, MISSOURI**  
Jerry Kendall  
953 Burk Road, Highlands, MO 65669  
417-761-2677  
Meet second Sunday even months, 2 PM, Panera  
Bread, N. Kansas Expressway, Springfield, MO

## South Western Region

Regional Director **Frank Bell**  
720 San Antonio Tr., Mansfield, TX  
817-480-2365

**ALAMO CHAPTER, SAN ANTONIO, TEXAS**  
**Samuel Dickinson**  
4005 Nocknut Road, Seguin TX 78155  
210-626-2050  
Meet second Sunday monthly  
Pig Stand, 1508 Bdwy., San Antonio, TX

**CAPITAL CITY CHAPTER, AUSTIN, TEXAS**  
**Gary Brubaker**  
9200 Bradner Drive, Austin, TX 78748  
512-289-5153  
Meet third Saturday monthly; time and location  
vary. Contact garybrubaker@hotmail.com or  
call for details.

**HEART OF TEXAS CHAPTER**  
**DALLAS/FORT WORTH**  
Wally Tirado  
7801 Alma Dr., Ste. 105-104  
Plano, TX 75025  
Meet third Saturday. Time and place set at  
previous meeting.

**LONESTAR CHAPTER, TEXAS**  
**Mickey Rosewell**  
112 Denman, Mt. Pleasant, TX 75455  
903-572-9593  
Meet third Sunday monthly. Call for information.

**NORTHEAST TEXAS CHAPTER**  
David Gunnells  
1786 Turkey Road, Gladewater, TX 75647  
903-759-6850  
For Club information, contact David

**SOONER STATE CHAPTER**  
**OKAHOMA CITY, OK**  
Doug Browning  
660 S. Henney Rd., Choctaw, OK 73020  
405-820-4808  
Meet third Saturday monthly. Call for information.

**SPACE CITY CHAPTER, HOUSTON, TEXAS**  
**Danny Naramore**  
247 Blackwater Lane, Houston, TX 77015  
713-703-5110  
Meet second Saturday monthly, Prince's Drive=in,  
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

**THIRD COAST CHAPTER**  
**HOUSTON, TEXAS**  
Todd Gaudin  
19611 E. Paloma Lago Ct.  
Cypress, TX 77433  
281-467-4607  
Meet third Saturday of even months; Valley Ranch  
BBQ, 22548 SH 249 at Spring Cypress, 5:30 PM.  
Check website or call to verify.

## Mountain Region

Regional Director Ron Brown  
4147 SCR 31, Ft. Lupton, CO  
303-857-9360

### ARIZONA CHAPTER, PHOENIX

Greg Lyons  
8845 Silver Spur  
Flagstaff, AZ 85014  
928-527-1056

Meet second Saturday except June, July, August;  
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

### MILE-HI CHAPTER

Jim diZerega  
1221 Rue Court,  
Ft. Collins, CO 80526  
970-266-0888

Meet third Friday monthly, 303-857-9360

### WILD WEST FALCONS CHAPTER

Ted Boothroyd  
2247 Perona Ct.,  
Grand Junction, CO 81503  
970-314-2498

Meet quarterly. Call for details.

## South Central Region

Regional Director Mike Sigler  
14475 S Big Hill Rd., Gulfport, MS  
228-596-9160

### FOUNDERS CHAPTER, CABOT, ARKANSAS

Sandy Meir  
131 Ballard Road, Cabot, AR 72023  
501-628-2898

Meet second Saturday monthly; 501-605-1370

### SOUTHERN COAST FALCONS CHAPTER PENSACOLA, FLORIDA

Lou Kosa  
1 Pinetree Dr., Gulfbreeze, FL 32610  
850-293-1131  
Meetings TBA

### GULF STATES CHAPTER

GULFPORT, MISSISSIPPI  
Mike Sigler  
14475 S. Big Hill Road, Gulfport, MS 39503  
228-596-9160

Meeting info posted on Facebook page.

### MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart  
175 Horntown Road, Gallatin, TN 37066  
615-452-0321

Meet monthly. Call for dates and location.

### BLUEGRASS CHAPTER LOUISVILLE, KENTUCKY

No leadership at this time.

### FRONTIER CHAPTER

PARIS, ARKANSAS  
Ben Norris, 1000 1st St.,  
Bonanza, AR 72916 • 479-639-6735  
Meetings TBA

### BON TEMPS CHAPTER, LOUISIANA

Cary Loupe  
18661 Magnolia Estates  
Prairieville, LA 70769 • 225-445-4488

## North Eastern Region

Regional Director John Howard  
3955 Tolbert Rd., Trenton, OH 45067  
513-312-8799

### ERIE CANAL CHAPTER

AURORA, NEW YORK  
Mike Barren  
1310 E. Blood Rd., Cowlesville, NY 14037  
Meetings TBA

### HOOSIER CHAPTER

GREENWOOD, INDIANA  
Dan & Jan Brancolini  
2112 Wood Stream Dr., Avon, IN 46123  
317-374-3580

Meet first Sunday monthly; Edwards Drive-In,  
2126 S. Sherman Dr., Indianapolis, 317-418-8301

### KEYSTONE CHAPTER

CARLISLE, PENNSYLVANIA  
Jeff Wied, 2593 Hill Rd.  
Green Lane, PA 18054 • 215-234-8833  
Meetings TBA

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Coventry, RI 02816 • 401-823-1059  
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location and time.

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Trenton, OH 45067 • 513-312-8799  
Meetings TBA

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Regional Director Dave Wagner  
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423-243-3525

### BLUE RIDGE CHAPTER, SOUTH CAROLINA

Ron Styles  
2100 Tigerville Rd., Travelers Rest, SC 29690  
864-834-3693  
Meet third Sunday monthly; Greer, SC;  
864-879-1060

### CAROLINAS CHAPTER, NORTH CAROLINA

Tony Honeycutt  
6477 Mount Pleasant Rd. S.,  
Concord, NC 28025  
980-621-1787  
Meet monthly. Call for dates and locations.  
Call 704-792-2122 or 980-621-1787.

### MASON DIXON CHAPTER

CAMDEN, DELAWARE  
Patrick Varricchio  
4 Kilkea Ct., Nottingham, MD 21236  
410-256-2834  
Meetings TBA

### SOUTHEAST CHAPTER, GEORGIA

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# Painting a GT Hood Scoop

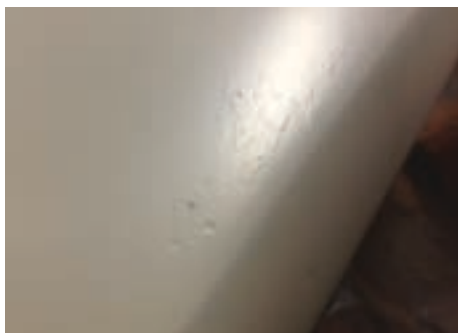
When everything was coming together on the 1970½ Falcon we were considering several ideas for the flat Falcon hood. When I purchased the car it had a shaker scoop assembly installed. As my plan for the car came together of installing a stroked 429, it became apparent that the new engine/manifold was too tall to use the shaker. I did not want to change intake manifolds and the finished height of the scoop with the new manifold was too tall and would require modifying the hood.

We considered some options including a one-of-a-kind custom hood and various hood scoops modified to fit, however we arrived at the idea of using a GT hood scoop which just happened to fit perfectly. It was black, which I did not really like, and would work until I came up with a better solution. After driving the Falcon to the National Meet in Tulsa, I decided I like the scoop but what I did not like was the black color. I had previously decided

to leave the paint original which admittedly has some rust both small areas and along seam and feature lines. I decided to patina the scoop to fit in with the overall original paint on the car.

The first thing I did was to remove the scoop and sand and prep it for primer. Once the primer was completely dry I found some rust color paint that matched the color of rust on my car. I sprayed the scoop with the rust color and let it dry completely. At this point I started to create the faux rust spots. I needed to create two types of rust and knew that would require two different techniques.

The first type of rust I wanted to create was the spot type. To accomplish this I used a technique borrowed from scale modeling. I used rubber cement carefully applied in a pattern to match the existing rusty spots on the car. This would be applied directly to the rust color paint prior to spraying with Wimbledon White look-alike paint. Then once the white had



By Jim Reese

dried thoroughly I would rub or pick the rubber cement off to reveal the rust color beneath. This technique worked very well and I used my finger nail to scratch the rubber cement off and then sanded it lightly with a fine grit pad just to smooth the edges.

The second technique was to use a scuff pad on the paint once the final color-coat had been applied. This would require the Wimbledon White paint to be completely dry and to carefully rub or sand along edges where paint could thin over time and allow rust to form.



Once this was complete to my satisfaction I sprayed satin clear over the scoop and reinstalled it on the Falcon.

—Jim Reese (FCA #12170)  
Columbia, Missouri

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# ❖ Final Journey ❖



**Glenn L. Kuhn** (FCA #0012)

June 30, 1925 – January 31, 2017

Longtime member of the Falcon Club of America Glenn Kuhn (FCA #0012) passed away on January 31, 2017. Glenn was self-employed, having owned Big A Advertising for many years. In his younger years he worked at the former Wayne Finance Co. in Waynesboro. He was a U.S. Army veteran of World War II having served in the Battle of the Bulge of the Central European Theatre.

He was a fixture at various Falcon events where he would show his cars and look for Falcon parts. Early on he saw the value of the Falcon Club of America, as his early membership number indicates. What started out with the purchase of a used 1963 Falcon turned into ownership of around 20 Falcons.

Glenn was also a member of the Harry D. Zeigler V.F.W. Post #6319 of Greencastle, life member of the Fayetteville Fire Co. and Rescue Hose Co. #1 of Greencastle. He also was a charter member of the Kauffman Ruritan Club, and the Antique Automobile Club of America. Glenn also enjoyed square dancing and golfing.

Glenn was a member of the Mason/Dixon Chapter and will be sorely missed. Our hearts go out to his wife Barb and the entire family.

—Pat & Diane Varricchio (FCA #11958)  
Nottingham, Maryland  
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Have you always wanted to visit a National Park? Depending on your starting point, several of them are on your journey to Sacramento or on your return home from FCA Nationals. The fee for a lifetime pass for citizens 62 and older currently only costs \$10 (\$20 online), but will hike to \$80 sometime before the end of 2017. You also can purchase an annual pass for \$80. Additional information can be found at [nps.gov](http://nps.gov). In addition to National Parks, National Historic sites and State Parks line the highways and offroads as you travel west. The map on page 29 shows the National Parks.

The state of California has the Channel Islands National Park, Death Valley National Park, Joshua Tree National Park, Kings Canyon National Park and Lassen Volcanic National Park, Pinnacles National Park, Redwood National and State Parks, Sequoia National Park and Yosemite National Park.

Yosemite National Park is probably the most widely known park in California. It is located in the east central part of the state, southeast of Sacramento and covers nearly 750,000 acres in the Sierra Nevada mountains. Standing in Yosemite Valley and turning in a circle, you can see more natural wonders in a minute than you could in a full day anywhere else. Half Dome, Yosemite Falls, El Capitan, Bridalveil Fall, Sentinel Dome, the Merced River, and white-flowering dogwood trees. Be careful, you might encounter Yogi Bear!

Lassen Volcanic National Park is what's left of a volcano that erupted thousands of years ago. Lassen, which was a vent in this older volcano, is still considered active and is the largest plug dome volcano in the world. Because of this volcanic activity, the park has hot springs and other geothermal phenomena. Lassen is also in the Sierra Nevada mountains.

Joshua Tree National Park is known as one of the last great wildernesses in the continental United States. Its mountains support mounds of enormous boulders and jagged rock. Natural cactus gardens and lush oases

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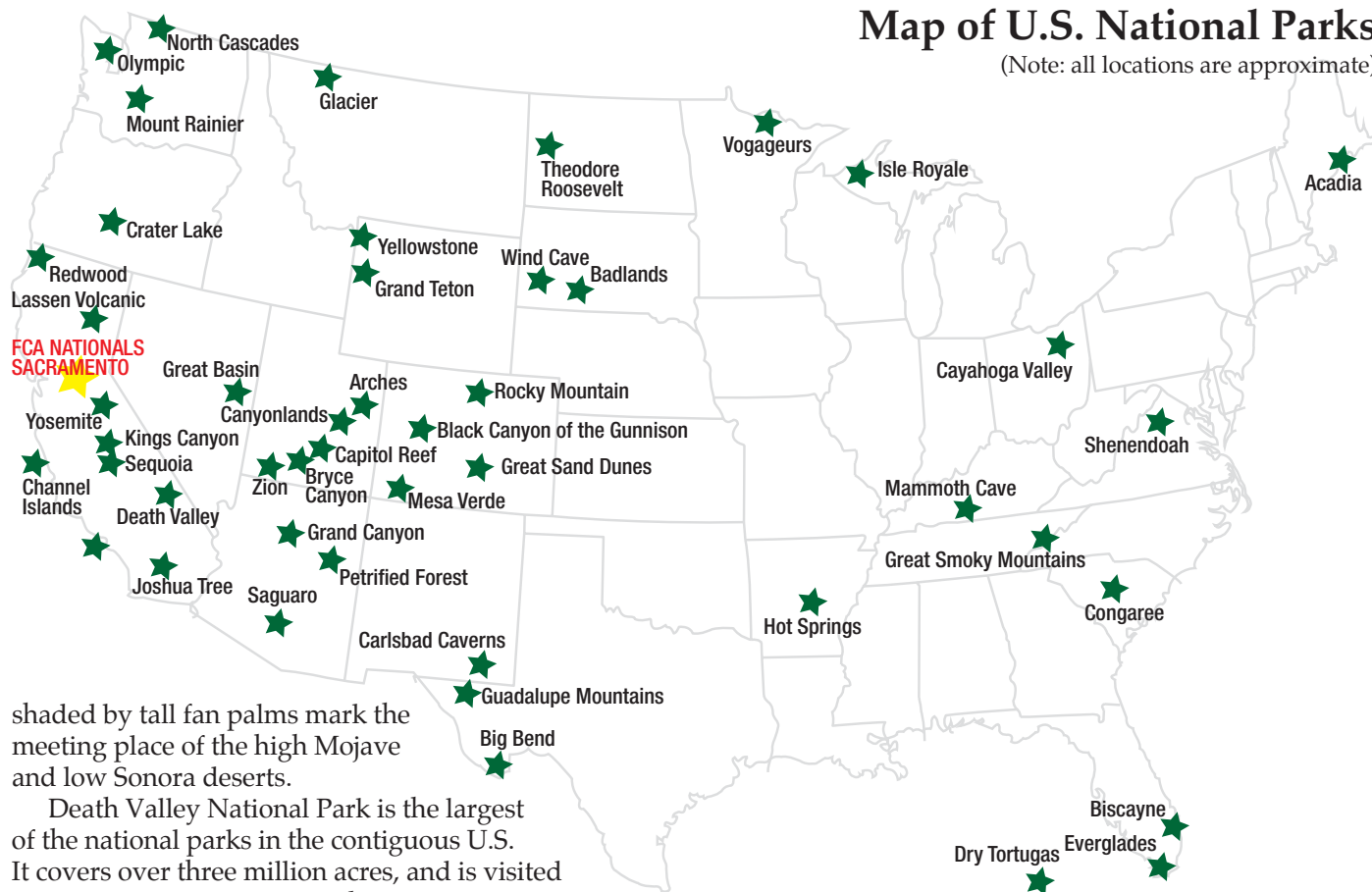
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# Map of U.S. National Parks

(Note: all locations are approximate)



shaded by tall fan palms mark the meeting place of the high Mojave and low Sonora deserts.

Death Valley National Park is the largest of the national parks in the contiguous U.S. It covers over three million acres, and is visited for its sand dunes, petroglyphs and canyons.

Outside of California you will find a number of parks in neighboring states and other states a little further east. One of my personal favorite parks is Mesa Verde National Park in southern Colorado. Spanish for green table, it offers a spectacular look into the lives of the Pueblo people who made it their home for over 700 years. Nearly 5,000 known archaeological sites, including 600 cliff dwellings can be found here.

Black Canyon of the Gunnison can be found in western Colorado and there you will find some of the steepest cliffs, oldest rock, and craggiest spires in North America. The Gunnison River, along with the forces of weathering, has sculpted this vertical wilderness of rock, water, and sky. OK, maybe not the greatest idea if you are in your Falcon!

Traveling through Wyoming? Did you know it's home to the very first National Park—Yellowstone? Old Faithful, Lower Falls and Yellowstone Lake are just a few of the great sites of Yellowstone. The first National Monument—Devils Tower, a massive rock formation—is also found in Wyoming.

Utah is another state where you can find several parks. Bryce Canyon National Park in the southwestern part of the state features Bryce Canyon, which is really not a canyon, but a collection of giant natural amphitheaters. You'll find geological structures called

hoodoos, formed by frost weathering and stream erosion of the river and lake bed sedimentary rocks. The red, orange, and white colors of the rocks provide spectacular views for park visitors. Arches National Park is in eastern Utah adjacent to the Colorado River. It is home to over 2,000 natural sandstone arches, including the world-famous Delicate Arch.

Those of you who are migrating along the Canadian border will be close to Voyageurs National Park near International Falls, Minnesota. To visit most of this park, you would have to leave your Falcon as the Kabetogama Peninsula is accessible only by boat. Further west, Glacier National Park is a one million acre park located in the state of Montana and the Canadian provinces of British Columbia and Alberta. The park offers dramatically breathtaking vistas, clear blue lakes, unique wildlife, wildflower meadows, and picturesque waterfalls.

Maybe you won't have time on this trip to visit one of these parks, but perhaps it could be a future cruise with your Falcon friends. However you may be traveling to Nationals, be safe. If you are flying, look out your window, maybe you'll see one of these natural wonders. However you get there, I hope to see you there next month!

—Editor

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1. What sort of sport might be observed on the White House lawn during the 1960s Camelot years?
2. What was the only car built by Chrysler Corporation to win Motor Trend's "Car of the Year" award in the 1960s?
3. Which laundry detergent claimed to be "stronger than dirt"?
4. If you had taken a minimum wage job in 1960, what would you have been paid?
5. Which automobile company produced the Wagonaire, a station wagon with a sliding steel roof, in 1963?
6. In 1964, about what threat did the Surgeon General of the United States issue his first warning?
7. Who were the 1960 World Series Champions?
8. These lyrics are the introduction to which 1960s pop song—"My tears are falling 'cause you've taken her away. And though it really hurts me so, There's something that I've gotta say..."
9. What car, from 1961 through 1963, featured "rope drive"?
10. What was the name of the gang of robbers featured in the 1969 film "Butch Cassidy and the Sundance Kid"?
11. What musical based on Shakespeare's *Romeo and Juliet* won the 1961 Academy Award for Best Movie?
12. What song by Tommy Roe was recorded 1960 and became his first number one hit in 1962?
13. What does GTO stand for in the Pontiac GTO?
14. Two 1966 Shelby 427 Cobras were specially equipped by Shelby himself. Chassis numbers CSX3303 & CSX3015. How are they different than a standard 427 Cobra?

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**FCA members** receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

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Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

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## PHOTO OF THE MONTH



*This 1965 Falcon two-door Station Wagon owned by Norm Huie (FCA #8002) of San Clemente, California is our Photo of the Month. It is for sale in this month's Classified Cars section.*

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